



**"More on Oral History for the S.A.H. Researcher,
Part II"**
by

Stanley W. Liszka, Jr.

Terry B. Dunham's excellent introduction to the scope and practice of oral history research in the *S.A.H. Newsletter*, February, 1976 (Issue No. 47) p. 1, has prompted me to add some additional comments. Firstly, I have conducted and am currently conducting extensive oral history research. Secondly, I am currently teaching a University "Oral History" methodological course. Thirdly, before reading this article I suggest you reread Mr. Dunham's article.

Mr. Dunham's reference to the use of cassette tapes needs further clarification. He rightly suggests the initial purchase of good quality tapes. My further suggestion is that you use no more than ninety (90) minute tape as anything of a longer duration becomes too physically small in tape thickness and upon tape transcription can break due to back and forth motion of the machine. This leads into the next suggestion. Do not buy cassette tapes which do not have double-jointed cases held together by screws. The obvious advantage of the screw-type case is that you can easily take it apart when a malfunction happens as opposed to the single molded unit type. Additionally, when cassette tapes are placed in direct sunlight they have a tendency to become heated, stretch, stick and can quite easily break. So, do not place your functioning cassette tape recorder (or even the reel to reel type) in direct sunlight without proper ventilation for cooling at all times. If you intend to operate your machine on batteries and in direct sunlight without proper shading or ventilation, you can expect your batteries to prematurely fail due to heat build-up.

You should also take extra batteries and an extension cord on your interviews. Your list of spares should include spare tapes, some splicing tape, a small razor-like cutting device, and a small screwdriver of the proper type to open the cassette tape case. Above all make sure that before you ever use a new cassette tape in an interview that you prestretch it by running it through your machine on fast forward and reverse speeds. This will help to prevent the tape from kinking at a potentially critical interview time. You should also make sure before you go to an interview that your tape recorder heads are always clean as well as de-magnetized.

I would prefer to offer the potential oral history researcher a choice as to the advantages or disadvantages of having a tape recorder with built-in microphone as opposed to a hand-held or table cord microphone with an on-off switch. My experience with a built-in cassette tape recorder microphone was most positive; providing you, the interviewer, have a separate on-off remote cord switch. The argument for this latter system is that the interviewee does not become as self-conscious of the interview because he/she does not have a microphone distracting him/her.

A most sensitive yet very practical topic dealing with oral history research revolves around the willingness or not potential interviewees to be interviewed. In some cases some people have been known to demand monetary or other compensation for their time and information. I would suggest that as a formal practice none of our S.A.H. members pay for such an interview. You nor others who may come to use your information will ever know whether the individual spoke for "history's sake" or for compensation. Secondly, it sets a bad

precedent in that those historians who may wish to interview similar people may not have equivalent funds to do so. Thus, although their historical "quest" may be as valid or perhaps even more so than the "paying" interviewer, it could prevent the subsequent non-paying interviewer from obtaining such an interview. History has never been known to be financially exploitative. Why start now?

Another area which Mr. Dunham mentioned deserves additional remarks. He urged that all interviewers be prepared prior to the interview. No truer statement could have been made. Do your homework before not during the interview as people will become easily exasperated with a bumbling interviewer. You must be competent, honest and sincere. Admit your ignorance and demonstrate your knowledge by the questions you may ask. These qualities come first as a result of a strong pre-interview preparation. Secondly, they come as a result of practice. It would be always wise to have a prepared list of set questions to fall back upon when you can not foster a spontaneous interview. Flexibility and experience are the key factors.

There is also a dual school approach as to what is the best type of an interview. By this is meant, do you only interview one individual at a time or do you do a group interview? Some of the advantages of a single individual interview are a higher and singular degree of concentration, a greater opportunity to build up interviewer/interviewee rapport, a need for practical scheduling. Conversely the advantages of group interviewing are also its disadvantages. A group of people are sometimes more difficult to interview due to their sheer number. Sometimes a group is difficult to handle due to one or more group members seeking to dominate (consciously or unconsciously) the group interview. From a positive perspective the group interview, depending upon how it is handled, can be a very dynamic and ongoing discussion, with the varied group members providing correction or amplification for the various individual points that some group members can only offer but not develop fully. A group interview can be very positive for someone just starting his/her project because you have to get immediately involved. However, it can also be too difficult for some novices to handle (as well as some who consider themselves "expert") due to having sketchy pre-interview material and/or too many high-powered group members. The possibilities are multiple in approach as well as in respective value.

Further suggestions in doing the actual interview. Each interviewer should establish at the start of the interview, the date, place, and name of the interviewer. Each interviewer should also immediately establish who it is that is being interviewed. This means the interviewee's name (full name including known nicknames), age, birth date, birth place, education (formal or informal with dates if possible), occupational experience (with dates if possible), job titles, societal roles, etc... In short it boils down to a complete mini-history of the individual who is offering the information. This is a very important step as it establishes the interviewee within time and society. For instance the perspectives of a retired middle-aged executive of the Hudson Motor Car Company might be very different from that of an ex-Detroit Hudson Motor Car Company assembly line worker. These two or more individuals need to be initially clarified as to their background so that subsequent listeners to the tapes (or readers of the transcriptions) could reckon in their own minds the source of the information. Hopefully the source identification would cause the listener or reader to pre-judge

the historical validity of the information offered. Perhaps later their historical validity could be raised after critical re-examination. The above statement is basic to any honest historical investigation. Additionally during the course of an interview you may be confronted with opposing views as to some of your preconceived theories or views; the mark of a good historian is to meet them and challenge them but not simply to discard or cover them up because they differ with your own pet views. The oral interview once recorded thus becomes a more "traditional" document and as such should be provided to other historians for their study. Remember that often the subjects of our oral interviews die and thus there is no opportunity for another interview. Always make the first interview as accurate and complete as possible.

The next critical area of oral history interviewing is to make sure that some basic historical questions and themes are asked of all interviewed people. For example, to go back to my Hudson Motor Car Company situation, under my method you would ask similar questions of the executive as well as the assembly line worker. You would be surprised at how some times the left hand did not know what the right hand was doing. In this way, it would be possible to come up with a consensus view or if you did not obtain one to be able to give a subsequent reader the basis upon which variant views exist on a certain historical problem. Which questions and themes should an interviewer explore in an interview does present a problem as to what do you ask of whom? Should you ask set questions or attempt to flow from one subject into another focusing on an interviewee's strengths as opposed to weaknesses? I would suggest that a compromise between the two extremes be followed.

As the process and results of oral history interviewing becomes more complete you must next compare your oral history findings with the oral history research of others. The prospects for automotive oral history are mind bending in terms of potential richness. Always keep in mind that this type of comparison can produce as many tremendous rewards as new problems. That is history.

One of the real tests of the oral history approach is in the correlating of the collected and transcribed oral accounts with the available written materials. Remember, in defense of oral history projects, that very few historians have ever seen "all" written materials on any subject thus the same applies to the oral history approach. Additionally, all which is written is never the "ultimate truth" in the same manner that oral research alone is never the "ultimate truth." Anything beyond this would require "belief."

The final stage of oral history investigation is to report it to the interested parties. Our S.A.H. Newsletter and Review provide those mediums. Use them. In another sense,

the results of your investigations are not final for in offering it to Society members it moves on to another stage wherein can be found praise, criticism, disagreement or what ever. That is what the S.A.H. was created to do.

This leads me to a final point. I have been extremely frustrated as have been others with the increasing number of "so-called historical works" on automotive history topics which overwhelmingly fail to cite the sources of their views. It is often impossible to track down these sources if the authors do not seek to share the basis of their investigations with others. I think that this is the basic distinction between automotive "historians" and "literature collectors" once they have been informed and educated in the process of sharing knowledge. Historians have followed this practice, however badly, to minimize myths becoming "history." We should do no less in the S.A.H. It is very easy to ask someone in an oral interview as to where they learned about that, i.e. the source of their information, well we should except no less from written materials. An excellent recent S.A.H. example of how an article should be written was Robert Croll's "The Establishment and Growth of the Peerless Motor Car Company," *Automotive History Review* (Winter 1975-1976), No. 4, pp. 9-14.



This photo of a 1938-39 LeMoon Diesel tractor ideally should have been published in #49 NL for comparison with the van shown there. However at the time it was unavailable as the photographer working on this and several items, left town suddenly and took with him various material of mine as well as that of others. Fortunately this picture was retrieved in a partial recovery of the missing items. It shows a 1938-39 LeMoon owned Helder's Motor Service of Chicago hauling a Thew shovel. This LeMoon was powered by a Caterpillar diesel, although the usual diesel option for it was a cummins H6 developing 125 hp at 1800 rpm. This model 1200D 10-12 ton 6-wheeler carried a Brown-Lipe 7351 5-speed transmission, Timken SW 410W full floating worm drive rear axle, 9-75-20 on a wheelbase of 196 inches, chassis weight 14000 lbs. and price \$9750. The weight shown on the cab in this photo is however 17,000 lbs, a real heavyweight, perhaps partially accounted for by heavier engine?

This truck is a very rare one as there were perhaps no more than 100 Lemoons made in these last two years of manufacturing. Nevertheless, LeMoon did not seem to be in financial trouble, as in May 1939 the company purchased the Chicago distributorship for Federal trucks and continued in that business until 1944. At that time LeMoon went completely out of business as all sources of trucks dried up in World War II.

With thanks to Caterpillar Tractor Co., Peoria, Ill. for the photo and walter F. Robinson Jr. for the data.

I am still interested in further information on LeMoon and Availalbe including their origins (LeMoon 1906?, Available 1910) and their endings (Available 1957?).

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NEWSLETTER

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The Mail Bag

NOTE

Please address all NEWSLETTER correspondence to:
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Troy, New York 12180.

From Hayden Shepley, Box 171, Toughkenamon, Pennsylvania 19374: I guess after reading the stories about Tourist cars that nobody has heard of the Tourist King built in the teens. Well, I've seen one of the two prototypes, belonging to an AACA member in New Jersey.

As for the 1977 Pontiac catalog, it was only published for the everyday, run-of-the-mill layman and BY A TYPICAL PONTIAC LAYMAN who's only working at GM for his salary. Are there any car salesmen who care about or know the history of their product? It's too much to expect a car company to know about its history. Sometimes I wonder if it is worth it to write a letter to an editor correcting his mistakes. (Sometimes it is, but not if you're writing to Car & Driver, Ed.) I'm waiting to see if a Chrysler fan corrects the recent statement in "Old Cars" that the Custom Imperial died in 1932. A statement like this would really stir me up when I was younger. But now I'm more tollerant, having seen the numerous bloopers that are said in ever increasing numbers. Is it the duty of the knowledgeable ones to correct the innocent?

From Maurice A. Harrison, 30, Park View Road, Southall, Middlesex UB1 3JH, England: I found NL No. 51 to be of particular interest to me for it contained a note about the Sturtevant car. This unusual vehicle was probably the very first "automatic" ever built. Manufactured by the Sturtevant Mill Company of Boston, it was the subject of an article I wrote many years ago for "The Veteran & Vintage Magazine". In this write-up I described the 1906 model and its method of drive, main technical details, etc. Also included in the article were illustrations of the Sturtevant car and its engine which must have been of interest to readers who like to know something about the design of old time automobiles rather than the mere dates between which they were produced.

Although the Sturtevant was built only for three years, it must, because of being a "first", and of its very advanced design, be given an important place in automotive history.

From D.J. Kava, 1755 Bandera Drive, Beaumont, Texas 77706: Can anyone supply Thomas-Detroit and Chalmers-Detroit serial numbers through 1910? Also, can anyone supply a photo of the 1909 Chalmers-Detroit taxicab?

I found mention in old Hudson records of experiments with three types of engines, Reynolds, Mead and Kouns. The Reynolds was a 15-20 horsepower rotary valve, four cylinder, four cycle marine engine. The Mead was a double rotary valve which appeared in the 1913 Speedwell. The Kouns is an unknown at this time. The experiments were conducted during 1911 and 1912. (Can anyone help out on this? Ed.)

From Max Gregory, 'Beltana', Korumburra Rd., Drouin South, Victoria 3618, Australia: When Michael Sedgwick, in NL No. 51, attempts to clear up some of "demarcation dispute" between makes and model names, he unfortunately chose one or two examples which tend to shift under his feet.

The Willys-Overland is, as he notes, a bit of a brute. But it would not be strictly true to say that any non-Knight up to the Whippet was an overland or that Whippet was a make in its own right. There was a Willys Six in the 1917-1919 period to instance the first case and, while the first style of Whippet (models 93A, 96 and 98) bore the Overland name, the badge of the restyled 1929 models 96A and 98A distinctly read Willys-Overland Whippet Four (or Six).

Thirty years ago we had a 96A in the family and I recall it distinctly. For myself, I think of it as a gradual drift from the use of Overland to the use of Willys during the late 1920s, but of course this is again tripped up by the re-appearance of the Overland name in 1939.

"Valiant wasn't a make..." I would like to agree but I don't think that I can, particularly in respect of the Valiant from Adelaide. Up until the VH series in 1971 the Valiant was clearly a model of Chrysler, despite designations such as VC, VE, VF and VG. The complication then set in because the VH series was accompanied by a short wheelbase 2 door called the Valiant Charger and also a long wheelbase flagship called the Chrysler (by Chrysler) Series CH. This pattern has persisted until now and was re-inforced by the adoption of the Mitsubishi Colt Galant as a Hillman replacement marketed as the Valiant Galant. This was later joined by the smaller Lancer, its name also prefixed by Valiant.

Now, just when I had become resigned to having this new make Valiant on my files, Chrysler Australia has re-located the emphasis on the current models and the new designation is Series CL and all Valiants are models of Chrysler once again. The Japanese models are now the Chrysler Galant and Lancer. This new policy began with the arrival of the 2 litre Chrysler from France. This British designed, French built (or is it now Spanish?) model is offered here as the Chrysler Centura and can be had with the local 4 litre 6 cylinder engine under its longer (in Australia) snout.

As our worthy Prime Minister so often tells us in these days of economic gloom, "Life wasn't meant to be easy."

From Michael Sedgwick, 'Pippbrook', Chichester Road, Midhurst, Sussex GU29 9PF, England: I thought members might be interested in a few notes on the Italian S.B., inspired by a manuscript (as yet unpublished) I was asked to read for a publisher the other day. This perpetuated the view that 'S.B.' stood for 'Silvani-Bugatti' propounded (but only on inferntial evidence) in Kent Karslake's first class book RACING VOITURETTES a quarter of a century ago. Despite the hard fact that Karslake put it forward merely as an inference, it crops up from time to time, and it seems the right moment to sit on it before it becomes gospel. We all know how the gas gobbling habits of a solitary V16 Cadillac were translated into a fuel consumption figure common to every V16 Cadillac Division ever made!

Logically, of course, one might expect an Italian licence-built Bugatti in the early 20s. Small French sports cars were popular in a country where hopped-up Fiats were just about the only alternative: S.I.L.V.A. in Verona made a local version of the Amilcar, and two obscure Milanese makes, the Fadin and the C.A.R., were Derbys and G.A.R.s respectively under the skin. Bugatti sold manufacturing licences to Rabag in Germany and to Crossley in Britain, so why not one in Italy? (Except that why Silvani, when Diatto already had a licence for Bugatti aeromotors?).

Eggenio Silvani was, however, an established tuner of Fiats, marketing among other things an OHV cylinder head for the redoubtable flathead 1½-litre 501, and also breathing on other models, including the six-cylinder 520 of 1927. You could buy Silvani heads in London, from a certain Mr. A.F. Lago, the same man who directed the fortunes of the French Talbot company from 1934 until the end. Further, published specifications of S.B. cars show them to be Fiats under the skin, even down to the cylinder dimensions of 65 x 110 mm., those of the 501. It is tempting, of course, to look at the 68 x 100 mm. quoted for the '21 race car - the one that started the Bugatti canard. They are Bugatti-like demensions. Okay, the thing had pushrod-operated overhead valves, and who would, let alone could, convert an upstairs-camshaft Bugatti motor of the persuasion Brescia into a straight I-head? It just isn't on.

And the S.B. initials? Silvani's partner was a gentleman named Botta.

Another odd one I turned up not so long ago was the Swiss-Packard. No. I'm not referring to local assembly on the Junior family, which did happen shortly before the war, but to things done to Standard 8s, with new front fenders and typical convert-

ible victoria coachwork in the prevailing Swiss-German idiom, both of 3-window and 5-window type. The beast had, in fact, been transformed, an whether one liked it or not depends on one's personal taste in Classic Packards of the period.

And now - here comes the fun. My German is far from good, but both the specifications and the dating code suggest '33 or '34. Yet the good Swiss had dispensed with the V-radiator in any of its 1932 to 1934 manifestations in favor of a flat radiator that was authentic '31, with thermostatic shutters. The catalog which promoted the car was a Swiss publication, in German, and it wasn't part of a supplement to a German-language edition of the usual Senior Packard catalog. As it is a very custom offering indeed, I would imagine that the importers merely shipped in chassis with metric instruments: c.k.d. would hardly be worth the while. One must remember, as a yardstick, that the contemporary price of a Standard 8 Packard sedan in England was about \$4000, so customs must have carried at least a \$6500 price tag.

Anyone know any more about this? I wish I'd taken some proper notes, but time was short, and the Swiss-Packard was an incidental discovery. It's also a new one in the fascinating study of 'local' variants of U.S. cars, which are usually a semantic nightmare, and quite often a specification nightmare as well, in that their exact equivalents won't be found anywhere in Branham or Chilton.

Finally, a beauty which is quite well known to us over here, in the shape of a locally assembled (by Willys-Overland-Crossley of Manchester) Series-70 Willys-Knight 4-door sedan. I'd say 1927 from memory, and it looks like the proper American edition apart from right-hand drive and English trim. Look a bit closer, though, and you'll see that it wears original-equipment Sankey steel demountable artillery wheels. I've seen a photo of another 70 still extant in this country which appears to have demountable wood wheels. Now a third one's turned up, and I can't wait to hear what the wheel equipment is!

(Editor's question for Michael: About 20 years ago, I saw one of those up-side-down triangle Packard emblems, blue and white if I recall correctly, which had the inscription "Packard London". It was quite obviously a radiator badge. Can you, or anyone else, fill me in on its background? JMP)

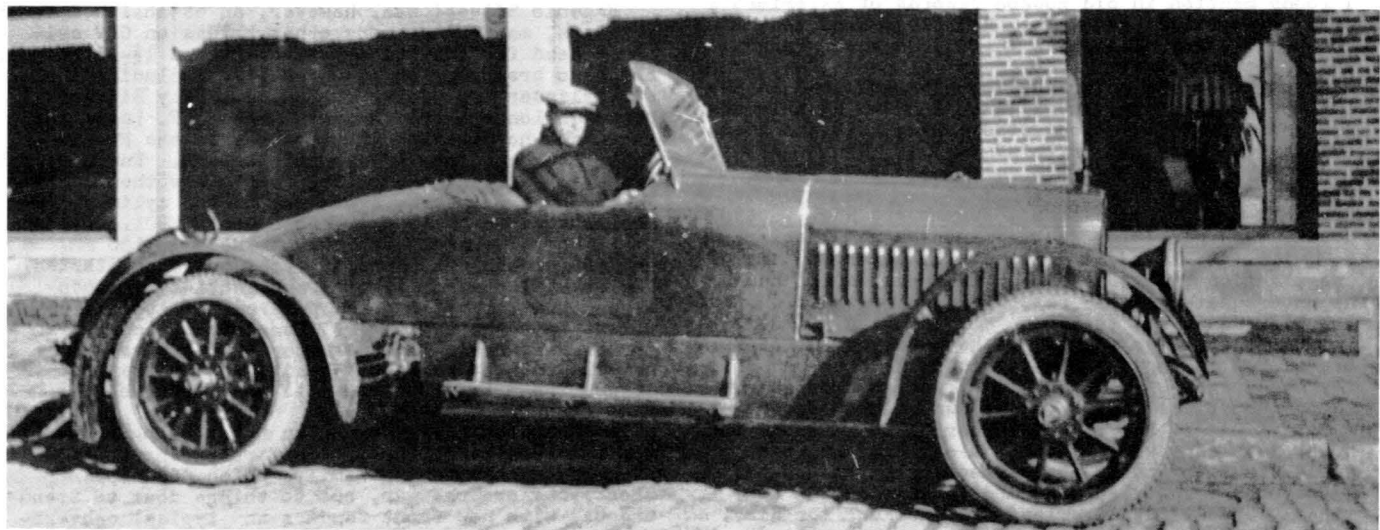
From Jerry E. Gebby, 310 Appalachian Drive, The Highlands, Route 6, Tucson, Arizona 85704: In NL No. 52, March 1977, page 7, the last sentence in the Walton Special article asks for more light on the subject. This may do that, or possibly make matters more confusing. One of the 8x10 photos enclosed is captioned "A 1917 model sports car", as I decipher it, with "6 built" at the top. The other photo is of the Hudson racing team, with two individuals identified by arrows. These two photos were given to me by long-time friend and associate, the late Ralph Kriplen, who was riding mechanic with Ralph Mulford

(at his right elbow in the picture). The other arrow points to Jack Gable, a Hudson team driver at that time, but earlier riding mechanic with Bob Burman.

These two cars seem to be identical except the wheels and the windshield pitch, which was adjustable after loosening the hinge clamping knobs. Wooden wheels were standard, with wire by Houck an optional extra.

Mr. Kriplen told me that he and Gable formed a partnership at the end of the 1917 racing season to build these Hudson speedsters and sell them from a headquarters in Boston. He didn't give any construction details, but stated that the project ended suddenly after the 6 cars mentioned. This was due to the death of Gable in the flu epidemic of 1919-1918. He did not tell me who the driver is but I am sure that the two in the photos are neither Kriplen or Gable. They could be purchasers, or possibly prospects. The two partners must have had the bodies built for them by Walton. (Walton Body Co., New York City. Ed.)

The Name Walton was involved in another job, but I am not aware of any connection, as the New York firm



was desolved in 1929. In 1934 or 1935 a Duesenberg SJ chassis was fitted with a speedster body by Walton, who was located in the Denver, Colorado area.

I cannot agree with the theory relative to the hood bulge giving clearance to one of the two carburetors used on the racing engines. The factory cars had no bulge on their hoods. I knew these cars very well and am certain the hood, cowl and body were narrower than on the 6 speedsters. The racing bodies were so narrow the seats were staggered, with the mechanic's seat set back som 10 or 12 inches, with the cushion offset to the left a few inches and partly behind the driver's seat. One of these cars is still around and this detail could easily be checked. Racing car photographs show the top flange of the frame to be outside the hood and cowl, but on the speedsters, these points are flush. This would give some 2 or 2½ inches greater distance from the engine block to hood side-panel. Since the racing cars didn't need this bulge, the speedsters must have required it for some other reason than carburetor clearance. This theory is stengthened by a photo loaned to me by Charlie Betts, which shows the bulge to be opposite the rear carburator, where the clearance is greater than in front, because of hood taper.

From Elliott Kahn, 58 Verbena St., Clearwater, Fla. 33515: Every year about this time, many automotive trade publications come out with annual statistical numbers, which contain many charts supposedly telling us of production of motor vehicles and also the sale break down by models of them. The automotive historian, will find he has used many such charts over the years and no doubt some of these will be pointed to. But the historian should be aware that these charts not only do not agree in figures from publication to publication, the may even disagree in the same publication on the same page, but in different charts. Some of the difference is due to

which records or figures are used, and some must be figured out by close reading of the cahrt itself. The chart may only include production in the U.S., or it may combine U.S. and Canadian, or it may even include some other imports in figures, so it must be checked closely. But not told is something that I often believe is also true is that the figures are only from the members of that group, and don't include makes that are not members, though this is not stated.

In short though the historian is wise to realize the figures used may not be correct, they may not be complete, and the figures used in one publication may not be the same as any other publication. I have repeatedly pointed these variations and asked about the smaller makes which are lumped under miscellaneous on most these lists to the publications themselves over a period of several years, and to date have not even received a post card of acknowledgement nor have any corrections appeared in print. Perhaps someone with SAH has more clout with the publications than I do may see what can be done to clarify these faulty, and to a large extent worthless charts. If we don't, years from now historians will be pointing out that there were 1967 model Studebakers on the road, 1961 DeSoto, and in 1976, almost three times as many Rolls-Royce were sold in the U.S. in these reports, than the firm made. These are just three of hundreds of errors made EACH YEAR. Also the figures given in these charts also conflict with the figures given in articles written from time to time in some of same publications, or in other contemporary publications, or they conflict with good sense or observations of the writer.

From John B. Montville, 8 Mockingbird Lane, Poughkeepsie, New York 12601: Ever since I became involved with the detailed study of the history of Mack truck and its corporate affiliations, the importance of proper research techniques have become quite clear to me. Most members of the Society are, no doubt, aware of the early trade periodicals containing splendid articles on various motor vehicle models, which can be consulted at certain libraries around the country. The Union List of Serials, available in most large libraries, gives the location of the better files of many of the automotive trade publications that researchers need.

However, it is the lack of interest in the proper researching of local history in connection with our automotive studies, that strikes me as a void that

needs filling. Perhaps the NL has published an article on this subject, but I do not remember the importance of this work ever being stressed. It seems almost ludicrous to me that the Society should attempt a detailed indexing of all automotive companies without stressing the need for the adequate local research, which can supply the vital information not usually published in the trade press. The vast majority of the auto and truck builders were small, had brief life spans, and were located in the smaller cities and towns.

In an effort to "put my money where my mouth is," I am attaching a listing of local reference material, the type of information it contains, and where the best sources are located. This listing was put together with the aid of Fred Roe.

LOCAL RESEARCH SOURCES FOR THE AUTOMOTIVE HISTORIAN

<u>Reference Material</u>	<u>Information Contained</u>	<u>Where Usually Found</u>
City Directories	Listings of automotive companies and people involved in these firms	Local libraries. Local historical societies. Chambers of commerce.
Local Newspapers	Date development of local automotive enterprises, giving names of both companies and principals involved therein.	Local libraries. Local historical societies. Newspaper morgues.
Property Records - Includes real estate mortgages, deeds, titles, liens, etc.	Gives starting dates, principals involved and significant changes in certain operations.	Town clerks. County clerks. Prothonotaries (Penna.) Secretaries if state. Local historical societies.
Business Charters - Includes incorporation or any types of business organization forms.	Provides dates, names of officers, and planned activities of business. Amendments indicate important changes in set up or activities.	Town clerk. (some states) County clerks. (most states) Secretaries of state.

I would like to add a little extra material to what John Montville has brought out. Unfortunately, it is not as complete as it might be, but maybe one of the several lawyers in the Society would be willing to fill us out with added information and details of what is likely to be found where.

Wills can often give important information both on personal and corporate matters. These are usually found in the Surrogate's office in the County Court House.

Transcripts of court cases cover a myriad items, both personal and corporate. Suits concerning bankruptcy, patent infringement, property lines, stockholders' problems, etc., can bring out all sorts of fascinating testimony and, in many cases, photographic material. Locating these transcripts may be difficult without some guidance from a lawyer to point you in the right direction. Since all cases have a number and/or a name, indexes in such places as your State's Law Library can give you a start.

Transcripts of Federal cases are at the National Archives in Washington, D.C., and at various Regional Branches of the National Archives. Further information on these and other records may be had by writing to the General Services Administration, National Archives and Records Service, Washington National Records Center, Washington, DC 20409.

The National Archives also has the correspondence between Patentees and the Patent office. This is not really local research but may be of general interest.

In the same line, copies of any U.S. Patent after the year 1837 may be had for 50¢ each from the U.S. Patent Office. You must supply the name of the Patentee, the date and name of the patent, and its number. Write to the United States Patent Office, 2021 Jefferson Davis Highway, Arlington, Virginia. Be prepared to wait quite a while. The same applies to the Archives. Indexes of patents and trademarks are available at State libraries and some of the larger ones in other cities. In addition, some of these libraries will have patents on file back to the turn of the century or earlier.

In regard to newspapers, most large libraries have an index of American newspapers from 1621 to 1937. This index, while not up to date, will let you know the locations of collections of the particular newspaper you want to use, and what issues are available. Many of these are now on microfilm, and are available for use on inter-library loan. JMP

A NOTE OF APPRECIATION

One of the reasons that the NL has gone to type-writer type is the fact that Haessner Publish Inc., who used to set our type and print the NL could no longer spare the great amount of time it required. Walt Haessner had donated the time, personell, equipment and materials needed to produce the publication. I would estimate that this generous service saved the SAH several thousand dollars during the period in which Haessner Publishing set the type for 12 issues and printed eight of them.

After one issue typeset elsewhere, the cost made us realize just how much Walt has contributed to the SAH, and we would like to offer him our deepest gratitude.

LOS ANGELES - THE EARLY YEARS

by J.H. Valentine

Consulting engineer James Philip Erie combined with Samuel D. and William W. Sturgis to produce the ERIE & STURGIS electric auto of 1897 at the S.D. Sturgis and Bro. Machine Works at 208 West Fifth Street. Demand was not high for such a product in a city of 100,000 in these early days, so Erie went on to found the Erie Pneumatic Hub Company, and eventually into mining engineering. The Sturgis brothers remained in the machine shop business many years, with their line of auto and boat engines keeping them partially in the auto field.

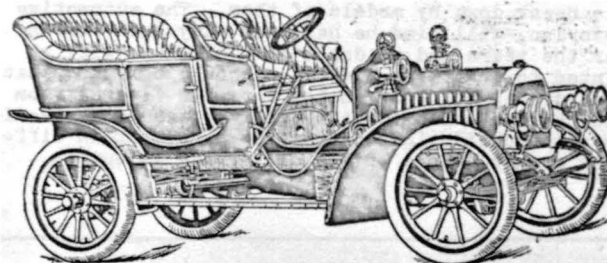
About this time a young student named Earle C. Anthony built himself an electric car. A few years later he was a part of the family's new retail auto business.

Another student named Carl Breer built a steam car during 1899 and 1900 using the family blacksmith shop at 215 South San Pedro Street.

In late 1900, Western Iron Works, Inc. of 115 Bruno Street announced the availability of automobiles to supplement their line of gas engines and machinery. In 1901 they moved to larger quarters around the corner at 908 North Main Street, expanding with foundry and machine shop. They advertised a list of products they manufactured, with the list ending with

'and automobiles' as though they were unimportant. William C. Woodward was president, William W. Wood, vice president and Cassius M. Smith, secretary and treasurer. In 1903 their advertising no longer mentioned the manufacture of automobiles.

In 1902 the Auto Vehicle Company started production at 943 North Main Street in a facility that included the former Western Iron Works location. William H. Burnham was president, Ralph B. Hain left his nearby Ralph B. Hain Company machine shop to be superintendent, and Waldemar G. Hansen was foreman. This firm built the Tourist at this location for two years, then moved to a larger facility at 950 South Main Street, part of a former velodrome which had more recently housed the Parrott Carriage Manufacturing Co. With this expansion the company entered the carriage building, repairing and storage trade as well, remaining in this dual role through 1909.



MODEL N

TOURIST FOUR CYLINDER

MADE IN LOS ANGELES

AUTO VEHICLE COMPANY

COR. MAIN AND TENTH STREETS

1906

When the firm closed down, its space was taken by two firms. The W.J. Burt Motor Car Co. was a retail sales outlet presided over by William J. Burt, recently the Auto Vehicle shop superintendent. The former sales manager of the firm took over the space at 950-952 South Main Street as president of the new automobile manufacturer, California Automobile Co. They may have manufactured California Tourist autos as a continuation of the former tenant's line, with W.J. Burt at 954 South Main as the sales outlet. Within a year Burt had moved, and Beardsley's firm had become agents for the products of several other firms.

Carriagemaker Levi Hafer renamed his business the Electric Carriage Works in 1903, offering electric buggy power as well as horse. When he moved from 302 East Seventh Street to Central Avenue at 39th Street two years later, he continued with the business name unchanged but he now built wagons and carriages only. While Gaylord, Clyde L. and Walter B. Hafer had worked in the shop, after the move only Walter was still with Levi.

The Model Gas Engine Company of 108 North Los Angeles Street appears to have offered autos as well as engines starting with their move to 266 South Los Angeles Street in 1904. Charles S. Stewart was vice president and Perry H. Greer the manager. The company was gone by 1906.

Robert C. Shepherd, machinist, had been manufacturing boat engines at 612 North Main Street for

several years prior to the formation of the Shepherd Auto-Engine Company at 877 Stephenson Avenue. Russell J. Waters was president, Ross R. Foster secretary and Mr. Shepherd the superintendent. The firm advertised as a gasoline engine manufacturer. In 1905 Shepherd left the firm along with Waters. John R. Newberry became the president, and autos as well as engines became the product. By 1906 the company was gone.

Stewart's Automobile Machine Works of 1008 South Santee Street offered exclusively automotive work in 1904. Proprietor Alfred C. Stewart also advertised 'Special Machines Built to Order'. One of his customers may have been Frank A. Garbutt of Los Angeles, president of the Loma Oil Company. By 1905 the firm was known as the Alfred C. Stewart Company, with Stewart as president and William H. McMaster as secretary and treasurer. In 1906 they still offered auto repairs and retail auto sales but no longer offered to build 'specials'. In 1907 it was just plain 'Alfred C. Stewart' in business, manufacturing marine engines and selling Dorris autos. He later became one of Los Angeles' many carburetor manufacturers.

In 1906 the Electrical Construction Company, Inc. of 1126 South Main Street, an electrical supply house and contractor, advertised the manufacture, repair and retail sale of automobiles, and auto electrical supplies and accessories. By mid 1907 their product line had shrunk to auto electrical supplies and accessories, and retail auto sales only (in addition to their traditional non-automotive business). Leslie R. Saunders was president, Morris K. Benagh a vice president and Edmund Locke the secretary during this period.

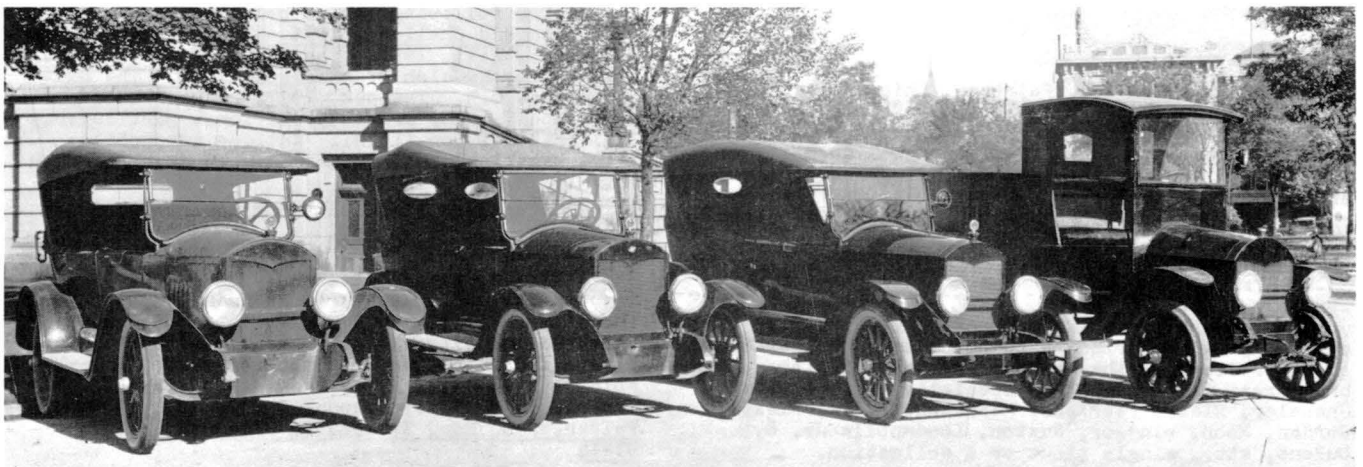
Alonzo F. and R. Stanley Smith of the Smith Automobile and Machine Shop, 653 South Santa Fe Avenue, advertised as manufacturers of automobiles, motor trucks, parts and high grade machine specialties in 1906 and 1907. By 1908 it was trucks only. In 1909 they offered auto repair work and automobiles at retail. Two years later they were gone.

(to be continued)

Mystery Car

D.J. Kava sends us two Mystery Car photos that are all the more a mystery because we know the name of the car, where it was built and the approximate time of manufacture. In spite of all this, the car does not match up with any of the standard lists. Mr. Kava writes; "The widow of a life long Hudson engineer turned up these almost mystery photographs. The phaeton close-up says "Gove" on the front hubcap and on the top boot, "The New Gove Ca(r?)...Mfr. in Denver." The American Car Since 1775 lists Gove, a four cylinder air-cooled car built in 1921 by the Gove Motor Truck Co., Detroit. The multiple line-up suggests prototypes as there are differences in tops, front fenders, headlight bars and only one car carries a radiator ornament. Were there water-cooled Goves made in Denver?"

The radiator emblem on the second car from the left appears to be circular (the world?) with a white, curved band diagonally across it (a ring around the world?) JMP



Book Reviews

LANCIA by Michael Frostick. 208 pages; copiously illustrated. 400 illustrations. \$19.95. Published by Motorbooks International, Osceola, Wisc.

This rather expensive book contains a history of Lancia and descriptions of all models to the Gamma. However, the emphasis is on bodywork by various makers. The descriptive material is rather sparse and in the opinion of this reader, this represents a rather poor balance for a book of this type which one would expect to be an exhaustive work on a single make. The technical aspects seem to be almost ignored, although there is a chapter on Lancia in races and rallies. For one interested in exterior design, this book will be of interest but for those looking for a fuller account this is not the book GMN

TVR / Success Against the Odds by Peter Filby. 224 pages; 150 illustrations. \$14.95. Published by Motorbooks International, Osceola, Wisc.

The TVR story is a fascinating account of adversity, financial and physical (including a factory fire) which would have sunk many similar enterprises. It is through the efforts of a very few and tenacious people that TVRs are still built. This detailed account covers all aspects of this marque with chassis details, production figures, photos of all models including some never-produced experiments.

It is rather surprising that the British can do so well in low production cars such as the TVR whereas US efforts along the same line seem doomed to failure.

This book can be recommended for an excellent account of one of the best-known low-production British sports cars - it is well written to boot. GMN

Miscellany

USE OF THE NAME AND EMBLEM OF THE SOCIETY

I have noticed recently that some members of the SAH have been using the name of the Society and the fact that they are members of the SAH in commercial advertising in the hobby publications. This is against the laws of the Society as stated in Article XIII, Section 1 of the By-Laws of the Society of Automotive Historians, which reads - "The name of THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC. or its emblem, may not be used commercially in any manner without written permission of the Board of Directors, except as otherwise provided hererin."

The only exception to this rule is the use in connection with the Cugnot Award. In this case, the author and publisher are allowed to use both the name and the emblem of the Society in regard to promoting the writer's publication which won the award, or in referring to having received the Society of Automotive Historians' Cugnot Award.

ANNOUNCEMENT OF THEFT

From Bob Owen, Box 204, Fairborn, Ohio 45324. (513-898-5198). Recently a collection of antique car literature was stolen from my home near Dayton, Ohio. This collection included a very unusual quantity of material on the Gardner car, including radiator emblems and motometers for Gardner, as well as brochures and catalogs on most other obsolete "orphan" medium price marques from 1925 to 1932, Auburn through Windsor.

Naturally, I would reward its return, but it was probably discarded.

Unfortunately, it was uninsured, but I would appreciate an opportunity to purchase any literature or other items on the Gardner car, and catalogs and brochures, for 1928-1932, especially, for: Auburn, Chandler, Elcar, Peerless, McFarlan, Paige, Kissel, Jordan, Moon, Windsor, Ruxton, Locomobile Jr. 8, DuPont, etc., single items or a collection.

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